

DANGER OF DEATH LOOKED IN THE FOG. Eyes Were Useless in Vapor Banks That Brooded Over the Streets and the Rivers.

TWICE "L" ROAD TRAINS CRASHED TOGETHER.

**Fireman De Witt Kemmerer Was Thrown
from His Engine and so Mangled
That He Died—Two Engineers
Were Also Hurt.**

FERRYBOATS WANDERED HEIPLESSLY.

**Pilots Fairly Felt Their Way Along, Ever
in Imminent Peril of Collision; Tugs
Lost Their Course, the Maryland
Was Several Hours Going from
Jersey City to Mott Haven and Two
Staten Island Boats Ruined To-
gether Off Governor's Island.**

Foggy Day in the City.

Yesterday was "Ladies' Day" in this right, brave city, but the ladies, like Knickerbocker, were not. On the second day of January, according to the ancient custom, the dear sisters were supposed to put on their ornate and seal-like, jump into their sleighs and drive around to help their friends eat up the remains of the funeral baked meats and tell the news of New Year's.

Did anybody do this yesterday? She must have been very lonely, a slave to Knickerbockerism. Imagine, ermine or seal! amid the fog and rain and general confusion! You imagine a vain thing. Of all the diabolically nasty days that ever fell upon this town I think yesterday was the nastiest. There had been snow in the city. But a warm really been sleighing and skating. But a warm really been sleighing and skating. But a warm really been sleighing and skating.

It seemed by some perversity to be the thickest in the hours when the tides of travel were themselves most dense and it could do most damage, and the way it clogged travel on the bridge, on the ferries and chiefly on the "L," where a sad and fatal calamity place, was enough to make suffering humanity pray for an underground railway or a pneumatic tube, and be done with it.

Colonel Hall's mist was never more pronounced than yesterday. His trains were few and far between and ran at a snail's pace. Signal men were stationed along the line to prevent collisions, and the engineers, usually so careless, craned their heads far out of their cab windows and watched ahead as anxiously as if they were running limited expresses at sixty miles an hour.

The cars behind them, hot and damp and reeking with closely packed humanity, were almost stifling places. Each platform was full of freight, and time after time trains pulled past station platforms equally crowded without stopping. Then the collision came and there was a long stoppage on upper Eighth avenue and a great gap below.

The first collision occurred at half-past nine A. M. The fog was so dense at this time that the engineers could scarcely see ahead a distance of ten feet. At that hour a train of four cars, drawn by engine No. 265, pulled out of the gloom at the 155th street station and proceeded slowly down Eighth avenue. The guard just below the station had failed to notice its approach, and the train ahead was scarcely half a block away.

When Engineer Germain, of the rear train, noticed the train ahead, a collision was inevitable. He hurriedly reversed his engine, but the wheels slid over the slippery tracks and with a crash that jarred the whole iron structure and threatened to throw both trains from the tracks the engine struck the rear car, wrecking the platform and jolting the passengers violently. Fortunately but few passengers were on either train, had none of these, beyond a general shaking up, were in any way injured.

A FIREMAN FATALITY HURT. De Witt Kemmerer, the fireman of No. 265, was caught between his engine and the platform of the other train and had both of his legs and one arm crushed. He was lifted from the wreck with difficulty and carried to Manhattan Hospital suffering agonies. He died there at half-past three o'clock. He lived at 155th street and Mott avenue.

This accident caused a general delay of thirty minutes, and a line of delayed trains extended down the track as far as 125th street. About an hour later another collision took place at 131st street. The train attached to engine No. 270 ran into the rear car of the train drawn by engine No. 26. Edward Snyder, the engineer of the former, was slightly injured. After this the "L" trains ran as regularly as usual without further delay or accident.

UNFURLING MAN. The Brooklyn Bridge was another congested artery. Pandemonium reigned. The human hog was rampant. To the dense with weak and feeble femininity. Let the shop girls stand. What right have they to live, anyway? You know what fog on the bay and river means, you who live in South Brooklyn and Jersey and Staten Island. What long and weary waits, what crowding in the cabins, what moments of dread anxiety, exasperated by the anxious waiters and the melancholy bells. No ferry had a time table yesterday. They ran "by guess and by God," as an old pilot said. But they ran with almost wonderful neat and safety.

It must have been a terrible thing to be engineer on one of the great steam roads yesterday. At times they could not see a rod ahead. At times even their own engine heads were lost from view. Yet they were expected to approximate their running time, and make twenty, thirty, forty miles an hour, trusting only to the management keeping clear tracks ahead for them.

It was nerve at the throttle and vigilance at the switch, and they did wonders between them, though some of the trains were badly heated in spite of everything. Torpedoes were used for signals and the explosions increased the humidity and nervousness of the passengers. The scenes in the city above the Grand Central Depot were wild and exciting in the extreme and thousands stood on the bridges in spite of the rain watching with bated breath in momentary expectation of an accident. Trains were stalled for half an hour at a time.

The mails were from two to five hours late and telegraph wires worked very badly. On the water there were times when there was no scene at all. You could hear boats feeling their way from pier to pier with naught to help them but the compass and the bell on shore. At times two whistles would get very close together and then there would be a very exciting conversation in the unlettered language of sound as the pilots sought to locate each other's boats by some means less emphatic than collision. Most of the minor craft kept at their berths, and this helped to keep down the tide of collisions and left the day without a big one.

Only the most careful management prevented several serious disasters, and there were a number of slight collisions and any number of narrow escapes. The fog which hung over the water at noon was absolutely impenetrable. Ferry boats could not be seen from the ferries when they were within a dozen feet of them, and the bells on the various slip racks kept up a constant ringing. The fog lifted somewhat at half-past two o'clock in the afternoon and the sun shone for a few minutes. Then the fog became overcast again and the fog closed in thicker than ever. The vapor spread itself over the rivers and bay in less than five minutes.

Not until half-past five o'clock did the fog show any signs of clearing. Then it suddenly lifted, and the myriads of twinkling lights along the Jersey shore and on Staten Island could be plainly seen. While Miss Liberty's electric torch shed a broad path of light on the water, in the interim several collisions had occurred, though fortunately none of them were serious.

When the Staten Island ferryboat Southfield was on her way to the Battery street slip, three o'clock trip she ran into the company's ferryboat Middlebrook, which was on her way to New York. Both boats had a large number of passengers, and the collision was a serious one. The ferryboat Middlebrook was damaged, and the ferryboat Southfield was damaged. The passengers were not injured.

Not fifteen minutes after the Hoboken ferryboat Orange on her way to the Battery street slip ran into a tugboat which was supposed to be the big river tug Assistance. The Orange was not injured, but the tugboat was damaged. The passengers were not injured.

The Ellis Island transfer tug, Diamond, used to carry the workmen on the new immigrant depot to and from the island, left the latter place about three o'clock in the afternoon. After steaming about half an hour she ran plump into the Bedloe's Island steamer, Bay Ridge, which was moored to the float on the Battery street slip. The Diamond was not damaged, but the Bay Ridge was damaged. The passengers were not injured.

One of the most tedious and annoying experiences during the fog befell the passengers of the New York express train bound for the New York and Hudson River Railroad. The train was delayed for several hours at the Battery street slip. The passengers were not injured.

The Maryland's LONG TRIP. One of the most tedious and annoying experiences during the fog befell the passengers of the Maryland's LONG TRIP. The train was delayed for several hours at the Battery street slip. The passengers were not injured.

The Maryland's LONG TRIP. One of the most tedious and annoying experiences during the fog befell the passengers of the Maryland's LONG TRIP. The train was delayed for several hours at the Battery street slip. The passengers were not injured.

The Maryland's LONG TRIP. One of the most tedious and annoying experiences during the fog befell the passengers of the Maryland's LONG TRIP. The train was delayed for several hours at the Battery street slip. The passengers were not injured.

The Maryland's LONG TRIP. One of the most tedious and annoying experiences during the fog befell the passengers of the Maryland's LONG TRIP. The train was delayed for several hours at the Battery street slip. The passengers were not injured.

The Maryland's LONG TRIP. One of the most tedious and annoying experiences during the fog befell the passengers of the Maryland's LONG TRIP. The train was delayed for several hours at the Battery street slip. The passengers were not injured.

The Maryland's LONG TRIP. One of the most tedious and annoying experiences during the fog befell the passengers of the Maryland's LONG TRIP. The train was delayed for several hours at the Battery street slip. The passengers were not injured.

The Maryland's LONG TRIP. One of the most tedious and annoying experiences during the fog befell the passengers of the Maryland's LONG TRIP. The train was delayed for several hours at the Battery street slip. The passengers were not injured.

The Maryland's LONG TRIP. One of the most tedious and annoying experiences during the fog befell the passengers of the Maryland's LONG TRIP. The train was delayed for several hours at the Battery street slip. The passengers were not injured.

The Maryland's LONG TRIP. One of the most tedious and annoying experiences during the fog befell the passengers of the Maryland's LONG TRIP. The train was delayed for several hours at the Battery street slip. The passengers were not injured.

The Maryland's LONG TRIP. One of the most tedious and annoying experiences during the fog befell the passengers of the Maryland's LONG TRIP. The train was delayed for several hours at the Battery street slip. The passengers were not injured.

The Maryland's LONG TRIP. One of the most tedious and annoying experiences during the fog befell the passengers of the Maryland's LONG TRIP. The train was delayed for several hours at the Battery street slip. The passengers were not injured.

The Maryland's LONG TRIP. One of the most tedious and annoying experiences during the fog befell the passengers of the Maryland's LONG TRIP. The train was delayed for several hours at the Battery street slip. The passengers were not injured.

The Maryland's LONG TRIP. One of the most tedious and annoying experiences during the fog befell the passengers of the Maryland's LONG TRIP. The train was delayed for several hours at the Battery street slip. The passengers were not injured.

The Maryland's LONG TRIP. One of the most tedious and annoying experiences during the fog befell the passengers of the Maryland's LONG TRIP. The train was delayed for several hours at the Battery street slip. The passengers were not injured.

The Maryland's LONG TRIP. One of the most tedious and annoying experiences during the fog befell the passengers of the Maryland's LONG TRIP. The train was delayed for several hours at the Battery street slip. The passengers were not injured.

The Maryland's LONG TRIP. One of the most tedious and annoying experiences during the fog befell the passengers of the Maryland's LONG TRIP. The train was delayed for several hours at the Battery street slip. The passengers were not injured.

EUROPE'S TEMPERATURE.

**M. Camille Flammarion on the
Daily Distribution of Tem-
peratures.**

ISOTHERMAL CURVES.

**Curious Facts as to the Similarity of Ther-
mometrical Records at Places Longi-
tudinally Very Far Distant from
One Another.**

[From the European Edition of the Herald.]
TO THE EDITOR OF THE HERALD:—

Having received a large number of letters since the commencement of the cold asking for information as to its causes, and as to how long it would last, it has seemed to me that the New York Herald, being one of the most universally read of newspapers, is therefore the best platform from which, to reply to these innumerable questions, which, by the bye, increase in number year by year.

First of all, it is necessary to state that all the astronomers in the world, united in council, would be unable positively to say whether the cold will last, if the winter will be severe, if the Seine will be frozen over or if the month of January next will bring us a return of premature spring.

Meteorology cannot be compared to astronomy. In one case all is precision; in the other all indecision. The laws which regulate the celestial movements are all known and determined. Those which register the winds, the clouds and the thermometer are not so. But they exist. There is no chance about it. One day surely meteorology will attain the degree of certitude of her elder sister astronomy.

SOME CURIOUS FACTS. While awaiting this period—still far distant—what we can best do is to study the daily distribution of the temperatures of Europe and their variations. And already we find some curious points. For example, when we experience in France colds such as those which came upon us on November 26 and December 1st it is very remarkable that the temperature does not progress in lowering from south to the north, as it is expected from France, but on the contrary in rising, and that there are in countries over Europe a thermometrical minimum south which at the north the west and the south the isothermal currents show a gradual growth of temperature.

Thus, for example, on November 26, while we were experiencing throughout the centre of France a cold of 15 degrees below zero, one sees around the center of the north, a cold of 10 degrees, passing by Hiver, Orleans, Limoges, Macon, Dijon, Reims and Amiens; the curve of 5 degrees surrounding the first and passing through London, Cherbourg, Rochefort, Bilbao, Cote, Borne, and open to the east in order to go and join a second minimum in Russia, the curve of 0 degrees descending from the north of Norway by Tromsø, Duvre, Bergen, York, crossing the Atlantic to direct line upon Spain, passing between Lisbon and Madrid, and remounting toward the east via Barcelona, Toulon, Turin, and the Alps, to the north of the Crimea and the Black Sea to Trebizonde.

AN ANALOGOUS IMPRESSION. On that day there was the same temperature in the centre and the north in Spain, in Provence, in Piedmont, in Turkey, in the Crimea, the thermometer marked the same degree as in the north of Norway. Besides, every winter an analogous impression strikes us on looking over the daily thermometrical maps published by the Central Bureau. If one takes for a guide the lines having the same temperatures, these lines of 0 degrees, 5 degrees, 10 degrees more or less distant, do not go from west to east, but to say that the temperature does not proceed in diminishing from the south to the north. They appear on the contrary the most curious, and may be very truly said to be horizontal.

In order that your readers may easily take into account the remarkable distribution of temperatures in these periods of great winter colds in the regions I send you a map of the late great colds which infringed on France on November 28 last. One sees that on that day the zero passed through the Black Sea, above Trieste and Nice, between Marseilles and Toulon, to the south of Perpignan and Madrid, to the north of London and Christiania, to rise again above Norway. It happened often that Nice has the same temperature as Christiania.

There is a meteorological fact little known, I think, and which will interest more than one of your readers.

TEMPERATURE OF FRANCE. It is true, it is said exceptionally though, that France experiences these minimums. In the north, the temperature is lower. In the south, it is higher. In the center, it is moderate. In the west, it is cold. In the east, it is warm. In the north, it is cold. In the south, it is warm. In the center, it is moderate. In the west, it is cold. In the east, it is warm.



ERRATIC TEMPERATURE CURVES IN THE LATE EUROPEAN "COLD WAVE."

mal condition of winter days the temperature low-ers gradually from the southwest to the northeast, in accordance as one approaches the edge of the highlands of the Continent, and the minimum is reached at the north. The temperature of the sea is also affected. The temperature of the sea is also affected. The temperature of the sea is also affected. The temperature of the sea is also affected. The temperature of the sea is also affected. The temperature of the sea is also affected. The temperature of the sea is also affected. The temperature of the sea is also affected. The temperature of the sea is also affected.

BEST MAN IN THE STATE. At St. John, N. B., and to Halifax, N. S., and it reached inland about one hundred miles.

WIND AND FLOOD.

**BUILDINGS WRECKED BY A GALE—ALARMING
RISE OF THE RIVERS.**

**JOHNSTOWN FEARS ANOTHER DISASTER.
[BY TELEGRAPH TO THE HERALD.]
JOHNSTOWN, Pa., Jan. 2, 1891.—An immense ice
gorge has lodged a few miles above this city, and
the inhabitants are in serious alarm, for if it
should come down now the obstructions where a
new bridge is being erected across the river will
cause the whole city to be overflooded. The only
hope is that the increasing cold weather may
cause the river to subside before the ice breaks
loose from its present moorings.**

**ALARMING RISE OF THE OHIO AT PARESBURG.
[BY TELEGRAPH TO THE HERALD.]
PARESBURG, W. Va., Jan. 2, 1891.—Heavy rains
here for forty-eight hours that have been general
in this section have melted two feet of snow and
filled all the streams and rivers to overflowing.
The Ohio has risen twenty-five feet in sixteen
hours and is rising rapidly. Little Kanawha is out
of its banks above. Fears of a disastrous flood
are felt. The through train from New York over
the Baltimore and Ohio is eight hours late, and is
held up by a big landslide near here. No
fatalities are reported. Officials of the Ohio River
Railroad have been warned to prepare for the
worst.**

**BRIDGE BUILDING DELAYED BY A WASHOUT.
[BY TELEGRAPH TO THE HERALD.]
CHARLESTON, W. Va., Jan. 2, 1891.—The trestle for
the channel span of the new bridge across the
Kanawha River was washed out at seven o'clock
this evening. The work has been in danger ever
since the river began to rise yesterday, but it was
not until this morning that it was expected the
trestle would hold out. The timbers were caught
below town by a towboat, but are badly damaged.
The building of the bridge will be delayed several
weeks by the accident.**

**VANDALS ASSIST DESTRUCTIVE ELEMENTS.
[BY TELEGRAPH TO THE HERALD.]
PINE BLUFF, Ark., Jan. 2, 1891.—Thursday morn-
ing the pontoon bridge was nearly wrecked by the
storm, and last night some malicious person at-
tempted to complete the work by cutting the boats
loose. Seven boats, bearing two hundred feet of
the bridge, floated away and were discovered and
rescued only by accident. Officers are investi-
gating.**

**SOUND STEAMERS FOG BOUND.
[BY TELEGRAPH TO THE HERALD.]
PROVIDENCE, R. I., Jan. 2, 1891.—Fog prevented
the Newport and Fall River steamers from making
their trips to-night. The Richard Borden, for Fall
River, proceeded as far as Field's Point, but was
obliged to put back.**

**FROST HOPED FOR TO PREVENT FLOOD.
CINCINNATI, Ohio, Jan. 2, 1891.—With the Ohio
River rising here at the rate of three inches an
hour, and reports of rain and rising river from Pitts-
burg down, the prospects are good for a fifty feet
flood of water here. Rain is reported up the Kan-
awha, causing that river to rise rapidly. The Big
Sandy and Guyandotte rivers are rising rapidly
and log booms are being broken and the logs are
floating down the river. The approaching cold
weather will prevent a disastrous flood unless it is
too long delayed.**

**STALLED TRAINS DUG OUT OF THE SNOW.
KANSAS CITY, Mo., Jan. 2, 1891.—The last of the
belated passenger trains stalled on the Kansas
prairie in yesterday's snow storm did not reach
the Union Depot until five o'clock this afternoon.
It was the Santa Fe train from the Southwest, Bur-
lington and Missouri Pacific trains stalled near
Athol last night on the prairie were reached by
the Union Depot early this morning. The passen-
gers had experienced no inconvenience beyond an
unbroken fast from yesterday morning. The trains were dug out from
the huge drifts and arrived here a little before noon.
All the snowbound trains have now been ac-
counted for except one—the Missouri Pacific from
Tribble. Nothing has been heard of it at the
Union Depot. The officials say it was probably
abandoned at Pueblo and was not sent out at all.
over the Black Sea, above Trieste and Nice, between
Marseilles and Toulon, to the south of Perpignan
and Madrid, to the north of London and Chris-
tiania, to rise again above Norway. It happened
often that Nice has the same temperature as Chris-
tiania.**

**LAKE MINNETONKA FALLING.
[BY TELEGRAPH TO THE HERALD.]
ST. PAUL, Minn., Jan. 2, 1891.—Engineer Cooley,
of Minneapolis, has created a great commotion
among the residents on the shores of beautiful**

**LAKE MINNETONKA FALLING.
[BY TELEGRAPH TO THE HERALD.]
ST. PAUL, Minn., Jan. 2, 1891.—Engineer Cooley,
of Minneapolis, has created a great commotion
among the residents on the shores of beautiful**

**LAKE MINNETONKA FALLING.
[BY TELEGRAPH TO THE HERALD.]
ST. PAUL, Minn., Jan. 2, 1891.—Engineer Cooley,
of Minneapolis, has created a great commotion
among the residents on the shores of beautiful**

**LAKE MINNETONKA FALLING.
[BY TELEGRAPH TO THE HERALD.]
ST. PAUL, Minn., Jan. 2, 1891.—Engineer Cooley,
of Minneapolis, has created a great commotion
among the residents on the shores of beautiful**

**LAKE MINNETONKA FALLING.
[BY TELEGRAPH TO THE HERALD.]
ST. PAUL, Minn., Jan. 2, 1891.—Engineer Cooley,
of Minneapolis, has created a great commotion
among the residents on the shores of beautiful**

**LAKE MINNETONKA FALLING.
[BY TELEGRAPH TO THE HERALD.]
ST. PAUL, Minn., Jan. 2, 1891.—Engineer Cooley,
of Minneapolis, has created a great commotion
among the residents on the shores of beautiful**

**LAKE MINNETONKA FALLING.
[BY TELEGRAPH TO THE HERALD.]
ST. PAUL, Minn., Jan. 2, 1891.—Engineer Cooley,
of Minneapolis, has created a great commotion
among the residents on the shores of beautiful**

**LAKE MINNETONKA FALLING.
[BY TELEGRAPH TO THE HERALD.]
ST. PAUL, Minn., Jan. 2, 1891.—Engineer Cooley,
of Minneapolis, has created a great commotion
among the residents on the shores of beautiful**

**LAKE MINNETONKA FALLING.
[BY TELEGRAPH TO THE HERALD.]
ST. PAUL, Minn., Jan. 2, 1891.—Engineer Cooley,
of Minneapolis, has created a great commotion
among the residents on the shores of beautiful**

**LAKE MINNETONKA FALLING.
[BY TELEGRAPH TO THE HERALD.]
ST. PAUL, Minn., Jan. 2, 1891.—Engineer Cooley,
of Minneapolis, has created a great commotion
among the residents on the shores of beautiful**

**LAKE MINNETONKA FALLING.
[BY TELEGRAPH TO THE HERALD.]
ST. PAUL, Minn., Jan. 2, 1891.—Engineer Cooley,
of Minneapolis, has created a great commotion
among the residents on the shores of beautiful**

**LAKE MINNETONKA FALLING.
[BY TELEGRAPH TO THE HERALD.]
ST. PAUL, Minn., Jan. 2, 1891.—Engineer Cooley,
of Minneapolis, has created a great commotion
among the residents on the shores of beautiful**

**LAKE MINNETONKA FALLING.
[BY TELEGRAPH TO THE HERALD.]
ST. PAUL, Minn., Jan. 2, 1891.—Engineer Cooley,
of Minneapolis, has created a great commotion
among the residents on the shores of beautiful**

**LAKE MINNETONKA FALLING.
[BY TELEGRAPH TO THE HERALD.]
ST. PAUL, Minn., Jan. 2, 1891.—Engineer Cooley,
of Minneapolis, has created a great commotion
among the residents on the shores of beautiful**

**LAKE MINNETONKA FALLING.
[BY TELEGRAPH TO THE HERALD.]
ST. PAUL, Minn., Jan. 2, 1891.—Engineer Cooley,
of Minneapolis, has created a great commotion
among the residents on the shores of beautiful**

**LAKE MINNETONKA FALLING.
[BY TELEGRAPH TO THE HERALD.]
ST. PAUL, Minn., Jan. 2, 1891.—Engineer Cooley,
of Minneapolis, has created a great commotion
among the residents on the shores of beautiful**

**LAKE MINNETONKA FALLING.
[BY TELEGRAPH TO THE HERALD.]
ST. PAUL, Minn., Jan. 2, 1891.—Engineer Cooley,
of Minneapolis, has created a great commotion
among the residents on the shores of beautiful**

NEWSBOYS TRANSFORMED WITH HERALD JACKETS.

**James A. Hearn & Son Fit the First
199 of the Little Fellows with
Neat, Warm Coats.**

AND KRIS KRINGLE SMILES.

**No Disorder mars the Work of Trying on the
Garments and Only Four of the Boys
Will Have to Call Again.**

ONE ATTEMPT AT FRAUD.

Well could the lucky newsboy that held a ticket for a Herald pejsacket say yesterday:—
"Now is the winter of our discontent made glorious summer by this son of York," meaning Kris Kringle.
For of a truth Kris Kringle had warmed them all beneath comfortable folds of blue chinchilla cloth, duly lined with dudd lining.
One hundred and ninety-nine cold little newsboys were yesterday rendered deliciously torrid by the fruition of the labors of the Herald's Kris Kringle.

The late Harry Ward Beecher struck into the prejudices of the time by asserting that dress did not make the man but made him more of a man. And so it was with the newsboys who went into Hearn's warerooms in West Thirtieth street yesterday without covering for their cold little bodies and came forth pampered in the armor of an impenetrable pejsacket. The pejsacket did not make the boy, but it made him more of a boy.

There was, everybody agreed, something epic about the Herald's enterprise in this matter. To call fifteen hundred homeless boys from the streets and clothe them in one of these achievements of practical charity that strike the popular sentiment squarely in the centre.

A HUSH OF NOTE. To know what a warm pejsacket means to a newsboy you should have been present yesterday at the distribution of the first batch. It was cold, damp and depressing, and yet the boys got around to the doors of Hearn & Son's warerooms before eight o'clock. More than two hundred of them were there, although the announcement on their tickets

But they had a rough time running the gamut of their still unjacketed brothers on the stairs. They jumped on the boy with a new coat and invited him to turn the hose on himself. They caught him by the collar and his jacket and called him "Jay Gould" in jovial mockery. The police, in short, had finally to extricate the newly jacketed boys from the jaws of the law. One in the open air it was observed that the "dudd" newsboy scudded away at the top of his speed, so anxious was he to conceal his new blown splendor from the further derision of his cronies.

Only one case of an attempt to defraud the Herald came to light yesterday. Such side shows were expected, for there never yet was an enterprise that was not characterized by attempts of this character. A tall, lanky boy presented a ticket for a jacket signed James Moore. At he did so a little chap spoke up and said that was his name. The tall boy said:—

"Ah, wacher givin' us; didn't I get der ticket at der dinner?"
The little boy stood by his colors, however, and insisted that he had stolen the ticket from him a little while before in the street. As both boys insisted that their version of the affair was correct, the only way out of it was to call for a comparison of handwriting. The test was gone through with amid the most intense silence of those who witnessed it.

The tall boy made a magnificent bluff, but he couldn't simulate the handwriting of James L. Moore without any previous preparation. The way he slunk out of that room was a lesson that should have been witnessed by every one of those 199 boys. He hadn't a word to say for himself—he just scouted. And little James L. Moore took the jacket and hid it under his face and the consciousness that he deserved it.

MORE TO-DAY. To-day the second instalment of the jackets will be distributed. The boys must put on the tickets held by the boys. Examine your tickets, therefore, boys, and if your numbers are from 200 to 399 inclusive, go to the Herald's warerooms, 39 West Thirtieth street, between the hours of eight and ten o'clock this morning, and find awaiting you there warm, made, finely fitted pejsackets of blue chinchilla, which will do you like a glove.

Mrs. Frances Hodgson Burnett takes readers of the SUNDAY HERALD a fanciful journey through the last hours of Pompeii.

GARBAGE FILLS THE STREETS. COMMISSIONER BEATTIE, HOWEVER, THREATENS TO BEGIN WORK WITHOUT DELAY. "The city was never in a siltier condition than at the present time, and there never has been such an accumulation of garbage barrels in the streets."

A prominent city official who lives on the east side made the above declaration yesterday. A little investigation showed that all along the side of the city heaps of garbage barrels and ash cans stood on the streets in front of every residence. Householders were crying that the ash cans had not been around for over a week, and that if relief did not soon come the refuse would have to be emptied on the street. The hardship is greater in the tenement house quarters, where the refuse accumulates rapidly and becomes a foul smelling nuisance.

Commissioner Beattie announced yesterday that he would increase his working force of 830 men to 1,500 and give the city a thorough cleaning